Duncan Design Completes Hawker 800 in Battle Creek

This beautiful Hawker 800 interior was installed by the experts in Duncan Aviation's Battle Creek, Michigan, interior and finish shops. Designed by the Duncan Design group, architectural drawings and material specification boards were brought to life in Duncan's interior installations shop.

The complete refurbishment included all-new cabinetry veneer in white-ash burl, a new three-place divan and custom multi-blue carpet. The seats were upholstered in creamy beige leather with navy suede lower sidewalls. An executive entertainment system complete with AirShow 400 was also installed. The exterior paint featured an Off White base with Silver Platinum and Ming Blue stripes.

For more information about Duncan's design or completions services, contact **Shelley Ewalt** in Battle Creek at **800.525.2376 / 616.969.8400** or **Mike Minchow, Tracey Boesch** or **Craig Boesch** in Lincoln at **800.228.4277 / 402.475.2611**.

DUNCAN
DESIGN

Duncan's Commitment to Customer Service Goes Beyond Weekdays

Duncan customers have always known that our commitment to customer service doesn't end on Friday evening and begin again on Monday morning. It is a continuous commitment that lasts all day, every day.

That's why Duncan's Battle Creek and Lincoln facilities implemented dedicated weekend airframe teams who work 10-hour days from Friday morning through Monday evening. The teams concentrate on short workscopes, which allows them the freedom to be extremely responsive to drop-ins, weekend customer needs and other teams attempting to shorten project turntimes even more.

The Lincoln team is led by Brad Lennemann and includes Lance Luddington, Jerry House, Trevor Bartlett and Kurt Fossen. The five team members enjoy diverse experience on all major airframes, with a special emphasis on Learjet and Astra/Westwind aircraft. Implemented over Labor Day weekend in 1998, the concept has been well-received and there are plans to expand the Lincoln team to 10 members by the end of this year.

Kurt Fossen and Jerry House work on the engine and engine cowling of an Astra SPX in Lincoln.

The Battle Creek team, which has been around since 1986, has 11 members with experience in Citations, Hawkers, Falcons, Astra/Westwinds, Gulfstreams and structural repair. The heavily experienced team (many members have 10 to 20 years in aviation) is led by Jeff Schipper and includes Tom Akers, Mark Buechle, John Kauppila, Dennis Murphy, Dave Seddon, Ken Struble, Chris Trautman, Rich Griesert, Vince Ramirez and Ken VanDerPol. There are also plans to expand this team and add more capabilities.

"Our weekend teams have become one of the cornerstones of our ability to turn an aircraft quickly," explains Bill Gephart, Battle Creek's Airframe Manager. "In addition to creatively solving problems to keep project schedules on track, the teams give us the ability to support the occasional drop-in customer."

For more information about our weekend teams or for any of your airframe needs, contact **Tim Klenke**, **Skip Laney** or **Jeff Manion** in Lincoln at **800.228.4277 / 402.475.2611** or **Pete Kilmartin** or **Roger Courey** in Battle Creek at **800.525.2376 / 616.969.8432**.

Detailed Scheduling System Helps Duncan Meet Aggressive Turntimes

When an operator talks to a maintenance and completions facility about a major aircraft project, downtime on the aircraft is a key concern. Many operators believe that, as a whole, service organizations are long on promises and short on delivering those promises when it comes to projected aircraft turntimes.

That's why Duncan Aviation prides itself on offering some of the shortest turntimes available. That's also why we are even more proud of our proven track record of on-time deliveries.

Duncan's industry-leading delivery record is a direct result of the communication, management and organization of the scheduling systems we use at our Lincoln and Battle Creek facilities.

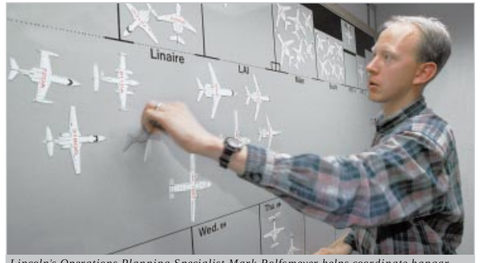
Once a proposal is requested and the project workscope is defined, Duncan's sales staff works with the Scheduling Department to identify potential schedule openings. The scheduling team reviews the workscope and identifies all of the specialty or "service" areas required to complete the work. They then provide each shop with details about the specific work the shop will be responsible for on the project.

As a team, the Scheduling Department and each shop analyze the workscope further and, with the help of a database that provides historical turntimes and manufacturer-recommended labor hours, determine how many days the shop will need to complete the work and when they will have the resources available to do it.

By fitting together the pieces of the puzzle and capitalizing on the times that technicians from more than one area can work on the aircraft at once, the Scheduling Department creates a "macroflow chart," or a master plan. This plan shows the often-complicated interaction between the many departments required to complete a project and minimize overall downtime. The proposed project turntime and aircraft arrival/departure dates are then shared with the sales staff for customer approval.

Doug Schmitt, Operations Planning Coordinator at Duncan's Lincoln facility, explains: "Our scheduling processes are right-on because the final call on scheduling needs comes from the floor. The technicians doing the work know best how long it will take. They also know how important it is for us to be aggressive in turntime, so they constantly look for ways to do things more efficiently. We take that information to develop accurate and aggressive turntimes that meet our customers' needs."

Dan Chilla, Operations Planning Coordinator at Duncan's Battle Creek facility, agrees. "Pre-planning is the key to a successful project every time. With accurate pre-planning, an aggressive schedule can be met. This increases efficiencies and allows us to input more work."



Lincoln's Operations Planning Specialist Mark Rolfsmeyer helps coordinate hangar capacity and resource use.

Duncan Components Can Perform QUICK VHF Comm Transceiver 8.33 kHz Upgrades

If you fly in Europe, you are probably familiar with 8.33 kHz channel spacing requirements. You may not know, however, that Duncan Aviation's Avionic & Instruments area can perform VHF Comm Transceiver 8.33 kHz upgrades as requested in accordance with Service Bulletins 26 and 17 for the Collins VHF-21/22 and VHF-422 radios. We can modify CTL-22 control heads at the same time. What's more, we can perform the modifications fast.

Duncan has five technicians at its Lincoln facility and two at its Battle Creek facility who are trained and qualified to complete the avionics bench work required in this upgrade. So far, Duncan has completed approximately 90 upgrades this year and has 150 upgrade kits in stock. With proper scheduling, both of our facilities can complete the bench work required in just three days. We can even set you up with one of Duncan's loaner units.

In addition to the required modifications, the 8.33 kHz upgrade may require some minor aircraft wiring changes. This work can be handled by Duncan's service centers in Battle Creek or Lincoln or at any of Duncan's satellite avionics shops, which are located throughout the United States.

For more information about this upgrade, call **Dave Pleskac** in Lincoln's Avionics Installation Services at **800.228.4277 / 402.475.2611** or **Dan Magnus** in Lincoln's Components Services at **800.LOANERS / 402.475.2611**.

Avionics technician Greg Portwine works to upgrade a VHF Comm Transceiver.

DUNCAN AVIATION

Duncan Debrief

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Duncan Opens Expanded Engine Shop for Improved Efficiency, Increased Flexibility & Reduced Turntimes

A new, larger engine shop at Duncan Aviation's Lincoln, Nebraska, facility is increasing the engine service capacity and capability available to all Duncan customers. Over the last three years, the demand for engine service work in Lincoln increased to the point that shop space was a limiting factor. After considering several expansion solutions, 20,000 square feet has been leased in a separate building at the Lincoln Airport. The facility has been redesigned and converted to a new, larger engine shop that will allow for continued growth, improved efficiency and more servicing flexibility.

Duncan's Lincoln facility employs 25% more engine technicians than this time last year.

Besides increased room for engines, bench space, toolboxes and technicians, the new facility includes full parts cleaning capacity, a nondestructive testing area and a separate room for flow and balance equipment. The new shop also consolidates the engine parts inventory, a shipping/receiving area, and offices for sales, technical service and shop management. An area for APU repair and overhaul has been included as well.

In 1998, Duncan's Lincoln technicians worked on more than 200 engines. Service projects included TFE731 major periodic inspections (MPIs), repairs and services bulletins. With more space, the APU team will be able to handle more APU work, and the TFE731 teams can more easily accommodate additional shipped in or flown in engines. With a four-fold increase in space, Duncan's new, modern engine shop will provide the capacity required for the growing engine service needs of Duncan customers.

"Our need for more space to accommodate our increase in demand is testimony to the excellent service our engine teams have been delivering," said Aaron Hilkemann, President of Duncan Aviation. "Our outlook for continued growth in our engine shop is very positive. We feel that we now not only have the most knowledgeable and experienced engine personnel in the country, but we also have the best facility and equipment for them to conduct their business."

In addition to spatial growth, Duncan has expanded the size and experience of its engine team. Engine technicians at Duncan's Lincoln facility currently total 40, 25% more than were employed at the facility this time last year.

Additions to Duncan's engine team over the past year include the following: Ray Singh, Engine Manager (bringing nine years of aviation experience); Craig Bohling, Technical Trainer (18 years of aviation experience); John Kennedy, APU Specialist (four years); Gerry Riffle, Program Manager (30 years); Eddie Fincher, Engine Line Team Leader (27 years); Richard Zadina, Engine Team Leader (eight years) and soon-to-come David Bogart, Lead Technician on Duncan's weekend engine team (five years).

The new facility was designed and set up by the engine team to provide for more efficient workflow that would lead to shorter turntimes and better customer value. The team at the new shop will focus on efficient MPI turntimes of as little as three days. A line service team has been formed that will specialize in troubleshooting, engine R & R, repair and road trips. A weekend team has also been formed to eliminate any gaps in service coverage and provide additional flexibility.

The new engine shop began production Feb. 16. To celebrate, Duncan Aviation will host a TFE731 training seminar and an AlliedSignal workshop in unison with a formal Engine Shop Open House on May 25 and 26.

For more information about Duncan's engine service capabilities, please contact **Jon Dodson** or **Cecil Sloan** in Lincoln at **800.228.4277 / 402.475.2611** or **Dan Arrick** in Battle Creek at **800.525.2376 / 616.969.8400**.

Duncan's Battle Creek Facility Dons Official Duncan Aviation Look

Duncan Aviation's Battle Creek and Kalamazoo, Michigan, service facilities underwent a facelift this spring as signs with the Duncan logo were hung. These exterior changes complement other changes that have occurred within the Duncan Aviation enterprise throughout the last year. The goal of every change was to provide customers of all Duncan services and at all Duncan locations with the same accurate proposals, high-quality work, attentive customer service and easy invoicing.

Return Service Requested

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Lincoln, NE

A Message From the Tower

Our industry continues to be a demanding one. More and more companies are recognizing the business advantages of corporate aircraft. As this happens, business airplanes are flying more hours and operators have less downtime.

As a maintenance and completions service organization, Duncan Aviation has the goal of making the operation of corporate aircraft a profitable experience for our customers. That is why we continually strive to make our World Class services even more responsive to customer needs.

As a maintenance and completions service organization, Duncan Aviation has the goal of making the operation of corporate aircraft a profitable experience for our customers.

We discuss some great examples in this issue of the *Duncan Debrief* newsletter. Duncan recently opened a new, larger Engine Shop at our Lincoln headquarters with the room and capacity to work on even more engines, keeping virtually all aspects of repair in-house. A designated Airframe Weekend Team has been assembled to help decrease aircraft turntimes and to assist drop-in customers in need of immediate repairs. Our highly regarded avionics installations are available at a handful of locations throughout the United States. We also give you an overview of the detailed scheduling system we have developed to help us accurately predict an aircraft project's turntime.

Besides improvements that directly affect customer turntimes and success, we ensure the future of our company and our industry by investing significantly—nearly $2 million a year—in the technical, administrative and managerial training of our employees.

We also continue to invest in our capabilities and facilities. For example, we added Aeronca thrust reversers to our list of send-in services. We have approximately 150 of the new 8.33 mHz upgrade kits in stock for VHF Comm Transceivers. In addition, AVPAC, Duncan's parts/components/avionics/rotables sourcing solution, has significantly increased its inventory of rotables for all corporate-class aircraft.

Amidst all the activity and change within our industry, there are three things that remain constant here at Duncan. First, we continue to lead through high corporate values and ethics. Second, we continue to focus on the customer and the customer's desires. Third, we continue to look for ways that we can improve our services and grow our business.

If you believe Duncan Aviation is good today, just watch how much better we can become in the future. The best can and must get better!

J. Robert Duncan

AVPAC Has a Pool for You

Although not your typical lifeguard, AVPAC's Bob Randall has spent six years building an excellent rotable pool.

Everyone dreams of having a pool. At AVPAC, we began construction in 1993 of the perfect pool for you—the perfect rotable pool, that is.

Rotables are an important part of today's worldwide aircraft parts marketplace. In 1993, after 16 years of continuous experience and service within the rotables marketplace, Bob Randall joined the AVPAC team and immediately began to build a new rotable pool for AVPAC.

Initially, Bob began with what he knew best, Hawker rotables. First, he built a database designed exclusively for rotables. He then set out filling that database with premium-quality Hawker rotables. Within months, the program was airborne.

Soon after Bob's initial success, Larry Stewart, a 20-year AVPAC veteran, brought his wealth of knowledge and experience into the fledgling program. Larry reorganized AVPAC's massive inventory, paying particular attention to those parts which could be added to the rotable pool. The parts were then overhauled at Duncan's award-winning shops. Since testing the marketplace with Hawker rotables proved successful, rotables for Learjet, Citation, Falcon and Beech aircraft were also added to AVPAC's inventory. Outside sales began to increase at a rapid pace.

Today, rotable sales account for 25% of AVPAC's total sales volume. As a result, AVPAC's pool of rotables has grown to a total value of more than $4.1 million. And new rotables are added daily. For information about AVPAC's rotable inventory, contact **Bob Randall** or **Larry Stewart** at **800.228.4277** or **402.475.4125**.

You can fax requests to **402.479.1519** or E-mail them at **sales@avpac.com.** You can even search AVPAC's inventory on the internet at **www.avpac.com.**

Contact AVPAC and jump into our pool today.

Duncan News At-A-Glance

Duncan Aviation's Components Services Capabilities Guide lists part numbers for the 15,438 units that Duncan has the expertise to repair. To search these capabilities, you may access the guide through the Internet at **www.duncancomponents.com**. Or call Duncan Aviation's Components Services at **800.LOANERS** to request a hard copy listing.

Duncan Aviation recently received an STC for installation of an EGPWS system with windshear on a Hawker 800. The AlliedSignal Mark VII EGPWS system includes full display on the Honeywell EFIS. The aircraft certification was awarded to Duncan after carefully coordinated cooperation between Duncan's Battle Creek and Lincoln service centers.

Duncan has taken several steps to ensure reliable support for Hawker landing gear, including a send-in service for overhaul work. Many parts for Hawker landing gear overhaul, including several high-cost parts that are frequently found corroded, have been added to Duncan's parts inventory. In addition to reducing overhaul turntime and costs, Duncan's overhauled Hawker rotables are less expensive and more available than new parts.

Duncan recently received an STC approving an AlliedSignal Digital Flight Data Recorder (DFDR) and a Teledyne Avionics Flight Data Acquisition Unit (FDAU) in an Astra 1125SPX. The installation complies with European JAR's and U.S. FAR's, monitoring approximately 30 aircraft system parameters, including the Collins CSDB data bus. Duncan previously has certified DFDR's in Citation and Challenger aircraft. Duncan's Modifications Department, noted for its large number of TCAS and EGPWS certifications, designed and certified the system at its Lincoln facility.

Duncan's Lincoln facility also recently received an STC approving an AlliedSignal Digital Flight Data Recorder (DFDR) and a Teledyne Avionics Flight Data Acquisition Unit (FDAU) in a Hawker 800 aircraft. The installation complies with European JAR's and U.S. FAR's, monitoring approximately 30 aircraft system parameters, including the Honeywell ASCB data bus.

Duncan Aviation's Kalamazoo facility recently repaired a Beech 1900 with heavy center section corrosion. In order to repair the aircraft, it was placed in a fixture where its engines, leading edges and lower wing skins (including the center section) were removed. The lower spar (which was more than 35 feet long) was replaced in one piece, along with a heavy fuselage former that required additional engineering for a perfect fit. More than 6,000 hours of labor was exhausted in this repair. After reassembly, the aircraft was delivered leak-free and is now back in service.

Earlier this year, in conjunction with AlliedSignal Phoenix Repair & Overhaul, Duncan Aviation delivered its first pair of upgraded TFE731-2-2C engines. These engines, fitted to one of Boeing's corporate Learjet 35s, are the first set of -2C engines delivered to a customer following conversion by AlliedSignal R&O.

Duncan has received an STC for a one-piece composite silhouette headliner upgrade for Learjet 30 series aircraft. Currently, the headliner has been installed by Duncan Aviation in seven aircraft. Later this year, the upgrade will be made available as a kit.

Duncan Aviation recently hired John Kennedy as its Auxiliary Power Unit Repair and Overhaul Specialist. John comes to the Lincoln Engine Shop with almost five years of experience in APU maintenance and overhauls, inspection and training of APU shop technicians, APU test cell operation and logbook research. With the addition of John to Duncan's Engine team, Duncan is now able to provide customers with many more APU and retrofit capabilities.

Well-Educated Employees Keep Duncan in Industry-Leading Position

It takes years to build a highly regarded reputation in the aviation industry. Through more than 40 years of service to the corporate aviation community, Duncan Aviation has done just that. One of the pillars of this success is the realization that the quality of a company's work is directly related to the quality of its technicians and employees. That is why Duncan Aviation invests heavily in the training of all its employees.

In order to ensure that Duncan has well-trained employees in all locations, the company has developed a coordinated approach to training. The goals are two-fold: to make sure technicians keep up-to-date with the latest technical advancements and service changes, and to bring new employees up-to-speed as quickly as possible.

This is done with a handful of full-time employees dedicated to overseeing technical, administrative and managerial training at all Duncan locations. Melanie Ways, Training Manager, and Bob Elrod, Technical Training Coordinator, oversee training at Duncan Aviation's Lincoln facility. They have the help of section trainers in the Airframe, Engine, Wiring and Sheet Metal areas. These trainers take new employees from the initial orientation overview to the day-to-day operation of the area, allowing new employees to become immediately productive. Jack Klerk, Training Manager at Duncan Aviation's Battle Creek facility, oversees all training there, including a department-specific on-the-job training program.

Each month, the Duncan Aviation facilities schedule at least two in-house training sessions covering various technical areas. In addition, there are three dozen training courses that can be taught, on demand, when requested by section managers. Other training is conducted by Duncan's Master Technicians in their respective areas or through contract training facilities like FlightSafety International.

Bob Elrod, Technical Training Coordinator at Duncan's Lincoln facility, presents information on taxiing aircraft.

In addition to a number of classes presented by the FAA, Duncan Aviation has more than 291 training classes already scheduled for 1999, with 943 employees committed to attending them. These classes include contract maintenance for various models of the Falcon, Citation, Learjet, Hawker and Astra airframes, AlliedSignal, Pratt & Whitney and General Electric engines, and various avionics including ProLine 4 and Primus II. Additional training includes composites, air conditioning, trouble-shooting, aircraft systems, electrical wiring, sheet metal, print reading, Quality Inspector, and leadership courses, to name a few.

Duncan's network of training coordinators is supported with a significant training budget—nearly $2 million in 1999—as well as an extensive training library. The library holds walls of books, videos and computer-based training supplies for avionics, airframe, installations, aircraft towing, sheetmetal, CAD, FAA instruction, blueprint reading, computer applications, and a wide variety of personal and leadership development topics. Employees receive credit for independent study when they check out materials from the library.

In addition, Duncan Aviation supports employees with tuition reimbursement for college courses that apply to their positions as well as for flight training classes for those who wish to obtain a private pilot's certificate.

Lifelong learning is the key to continued success, and Duncan Aviation is committed to ensuring that its employees are the best in the industry. For more information about Duncan's training efforts, please contact **Melanie Ways** or **Bob Elrod** in Lincoln at **800.228.4277 / 402.475.2611** or **Jack Klerk** in Battle Creek at **800.525.2376 / 616.969.8432**.

Duncan Offers "Send-In" Thrust Reverser Service

Duncan Aviation's Accessory Shop has responded to customer requests to complete 1400 hour inspections on the Learjet 35/36/55 Aeronca Thrust Reversers by offering a "send-in" thrust reverser service.

In addition to performing the 1400 hour inspection, Duncan's accessory technicians repair and overhaul the pneumatic thrust reverser motors and modulating valves. Duncan's in-house, full-service machining and welding department also performs FAA-approved repairs on the thrust reversers, eliminating the need to send parts out for repair. In addition to keeping repair and overhaul work in-house, Duncan has technicians working from 7 a.m. until 1:30 a.m., which helps to reduce turntime on the reversers even more.

Accessory technician Jeff Witt inspects and repairs an Aeronca Thrust Reverser.

For details about the send-in thrust reverser service, please contact **Chris Gress** with Accessory Services at **800.228.4277** or **402.479.1664**.

Duncan Prepares Falcon 50 for 21st Century

Duncan Aviation's Battle Creek, Michigan, facility recently prepared a Falcon 50 for the 21st Century by performing extensive completion and modification work, including the installation of Collins' ProLine 4 retrofit avionics package.

This package included TCAS II, EGPWS, a fully digital autopilot with RVSM-capable Air Data Computers, a new instrument panel with EFIS displays (like those in the 50EX), Navigational and Communication Transceivers with compact Radio Tuning Units, dual Universal UNS-1C Flight Management Systems, Honeywell Laseref III Laser Gyro Systems and a Collins Turbulence Detection Radar providing the capability to meet present and future FANS and MNPS requirements.

This is the second ProLine 4 package that Duncan Aviation has installed, and only the fourth completed industry-wide. (The first Duncan installation was delivered in October 1997 at Duncan's Lincoln, Nebraska, headquarters.)

In addition to the avionics installation, the aircraft was outfitted with new paint, a new interior complete with cabinetry, an advanced audio/video package, and both land-based and satellite telephones with data ports. It was delivered with a fresh 2C inspection and overhauled landing gear.

The entire workscope was completed in 17 weeks—four to six weeks faster than any of Duncan's competitors were willing to quote.

"In order to complete a project of this magnitude with such an aggressive turntime, we had to rely on extensive planning and teamwork," explains Skip Madsen, Chief Operating Officer and Executive Vice President of Duncan Aviation-Battle Creek. "Duncan employees have always been praised for their team attitudes. However, I believe the teamwork involved in this project reached a new level even for Duncan."

Installation efficiencies discovered from the first ProLine package installation in Lincoln were shared with installers in Battle Creek and key individuals from Lincoln were flown to Battle Creek to help plan the installation. The result was a detailed schedule flowchart that was approximately three-feet high by eight-feet long.

As expected with a project of this size and magnitude, there were long hours and several unforeseen challenges. But the result was a happy customer with a beautiful Falcon 50. The project delivered on time, on budget (actually better than on budget!), flew home with no squawks and has a level of craftsmanship and quality that is second to none in the industry.

"When the rest of the industry said it couldn't be done, this group proved it could. In fact, we guaranteed it," Skip continues. "I firmly believe the teamwork and commitment required to do such a project speaks volumes of the caliber of employees we have. There were several factors that allowed us to deliver this aircraft on time, namely, uncompromising individual effort, teamwork and pure dedication to the craft and to the customer."

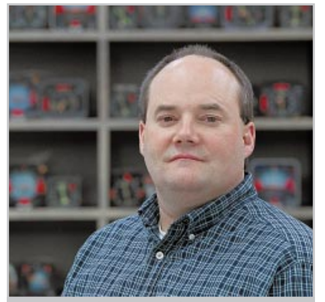
For more information about Duncan's avionics installation capabilities, please call **Shelley Ewalt** or **Bob Stickler** in Battle Creek at **800.525.2376** or **616.969.8400** or **Gary Harpster, Ron Hall, Dave Pleskac** or **Steve Elofson** in Lincoln at **800.228.4277** or **402.475.2611**.

Duncan's Avionics Satellite Shops Go Beyond the Bench to Avionics Installations

Several years ago, operators who wanted Duncan Aviation's high-quality avionics installation work and support had to bring their aircraft to Duncan's Lincoln, Nebraska, headquarters. Through the last several years, however, Duncan's installations capabilities have branched to several locations.

In addition to the acquisition last year of its major service facility in Battle Creek, Michigan, extensive avionics installations are now being performed at many of Duncan's avionics satellite shop locations, including Van Nuys (VNY); Teterboro (TEB); Dallas (DAL); and Denver (SDN). The full-service avionics shops install avionics systems including FMS, TCAS, GPWS, GPS, AFIS, RVSM upgrades, inflight telephones, or AirShow, to name a few.

Caron Casteel, Manager of Duncan's Satellite Avionics Installations, joined us late last year to coordinate avionics installation activity between Duncan's locations. His goal is to streamline the installation process at all Duncan installations facilities.



Caron Casteel, Manager of Duncan's Satellite Avionics Installations

This is nothing new to Caron, who has 20 years of avionics experience with a wide range of corporate-class aircraft, including management and avionics maintenance experience at Executive Aircraft Corporation in Wichita and Jet Fleet Corporation in Dallas.

Caron is developing SOP's so the same high-quality Duncan standard is met at all Duncan locations. "I want to take the best ideas and concepts from each Duncan location and effectively apply them at all Duncan locations," he says. "Doing so will improve efficiencies and help technicians turn aircraft even faster without sacrificing the attention to detail that makes us the top avionics installer in the business." It will also ensure that Duncan standards will be met as installation capabilities are added to other locations.

Caron works closely with Duncan Aviation's system engineers and designers, to ensure that all of the avionics facilities share the best avionic system engineering support. He also has a close working relationship with Dave Pleskac, the Satellite Installations Sales Coordinator.

If you would like more information about installation employment opportunities at any of Duncan's installations locations, give Caron a call. To obtain information or a proposal regarding installations at one of Duncan's satellite avionics locations, call **Dave Pleskac**. **800.228.4277 / 402.475.2611**.